Navy Executive Safety Board (NESB) Flag Panel Meeting

28 February 2007

Agenda

- **WELCOME - VCNO/COMNAVSAFECEN**
- **INFORMATION BRIEF: NAVY MISHAP STATS & TRENDS**
  - **Briefer: CDR Hobbs (NAVSAFECEN)**
- **INFORMATION BRIEFS: OSC UPDATE/ORM UPDATE**
  - **Briefers: RADM Starling (OSC)/CAPT Neubauer (NAVSAFECEN)**
- **NESB DISCUSSION**
- **INFO/DECISION BRIEF: OVERVIEW OF PMV SUMMIT/LIBERTY RISK INITIATIVES**
  - **Briefers: CAPT Glenn (NAVSAFECEN)/RADM MacDonald (OJAG)**
- **NESB DISCUSSION**
- **NEW BUSINESS**
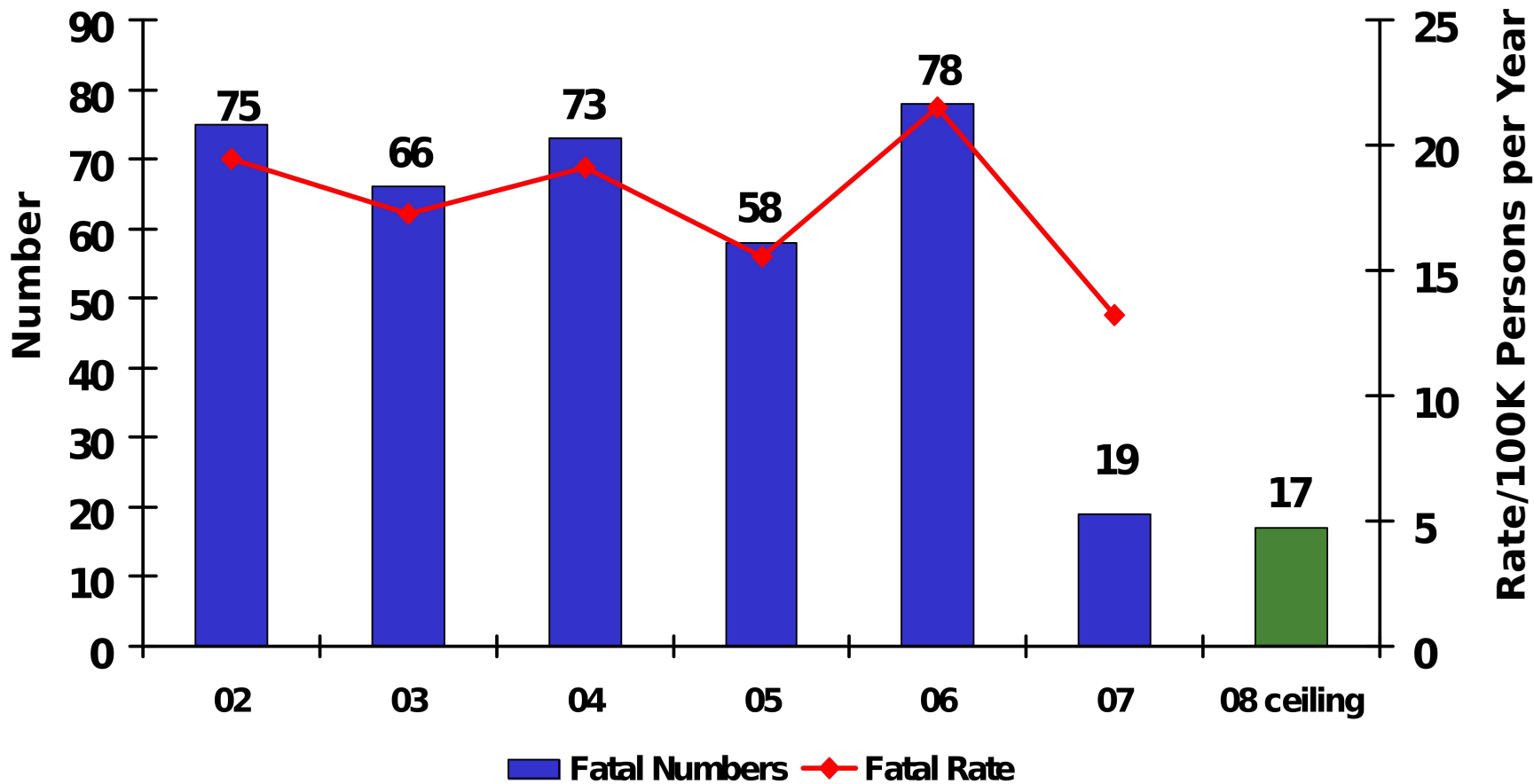- **NESB DISCUSSION**
- **CLOSING - VCNO**
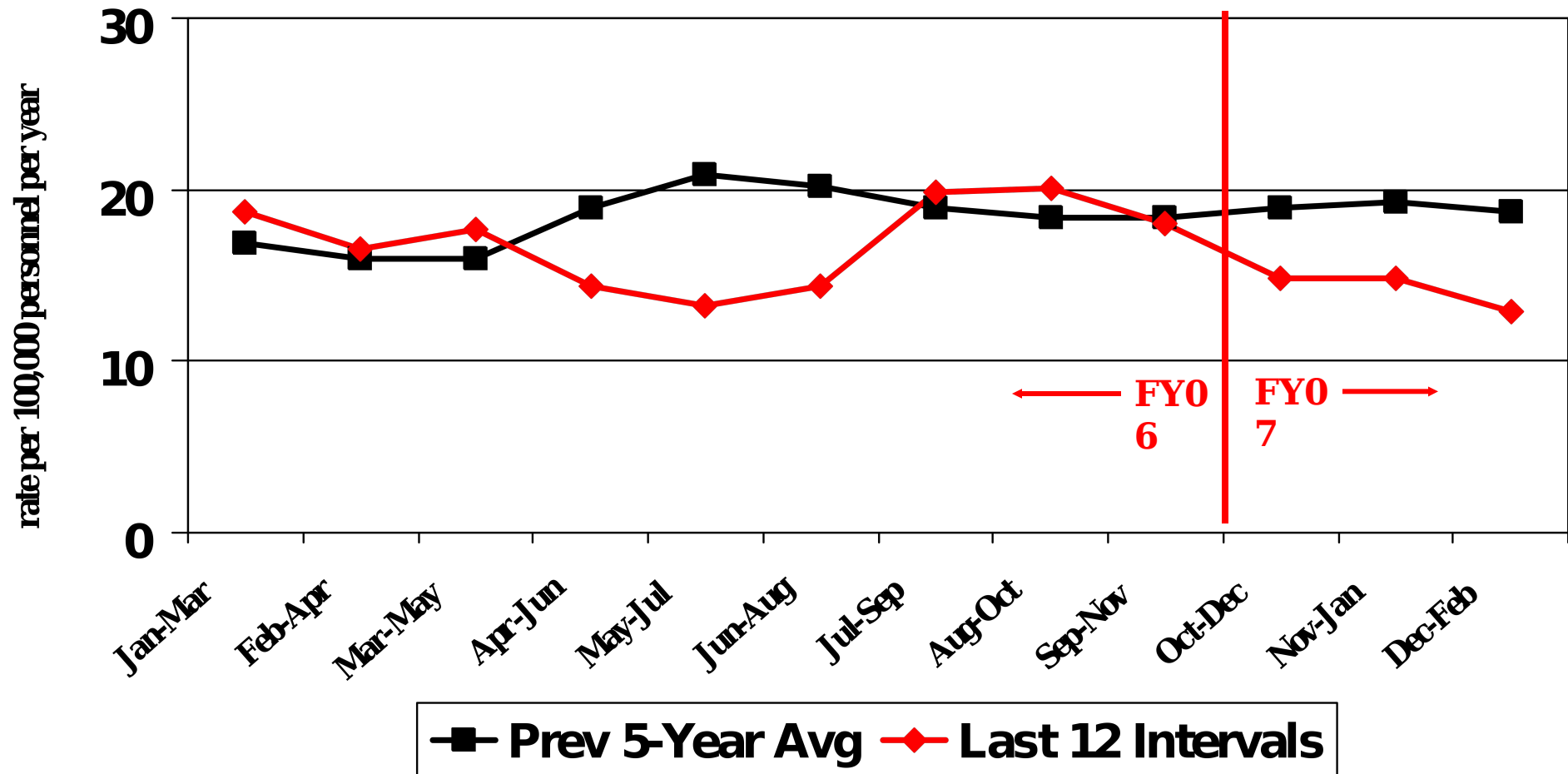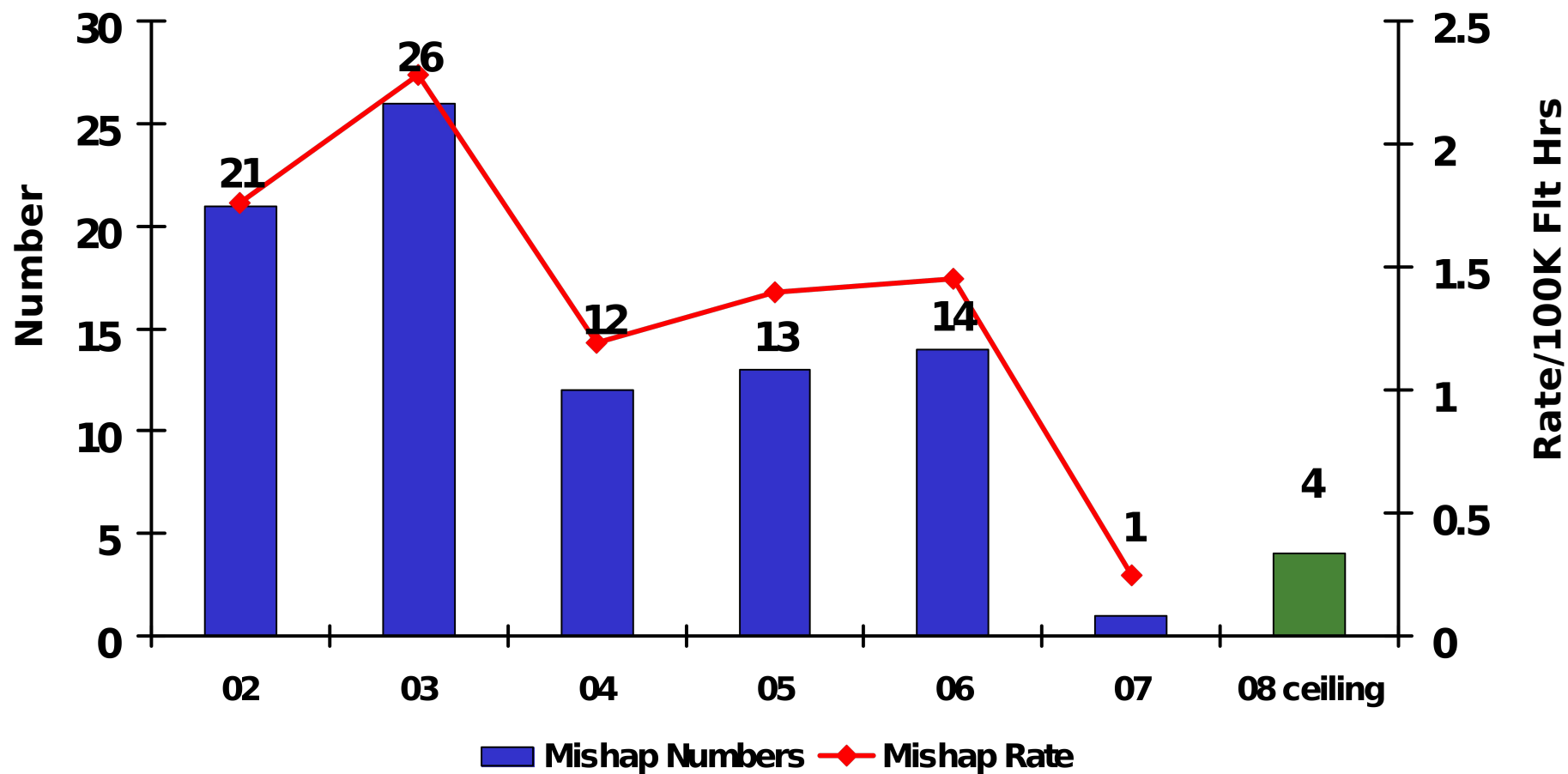
Navy FY07 mishap statistics & trends
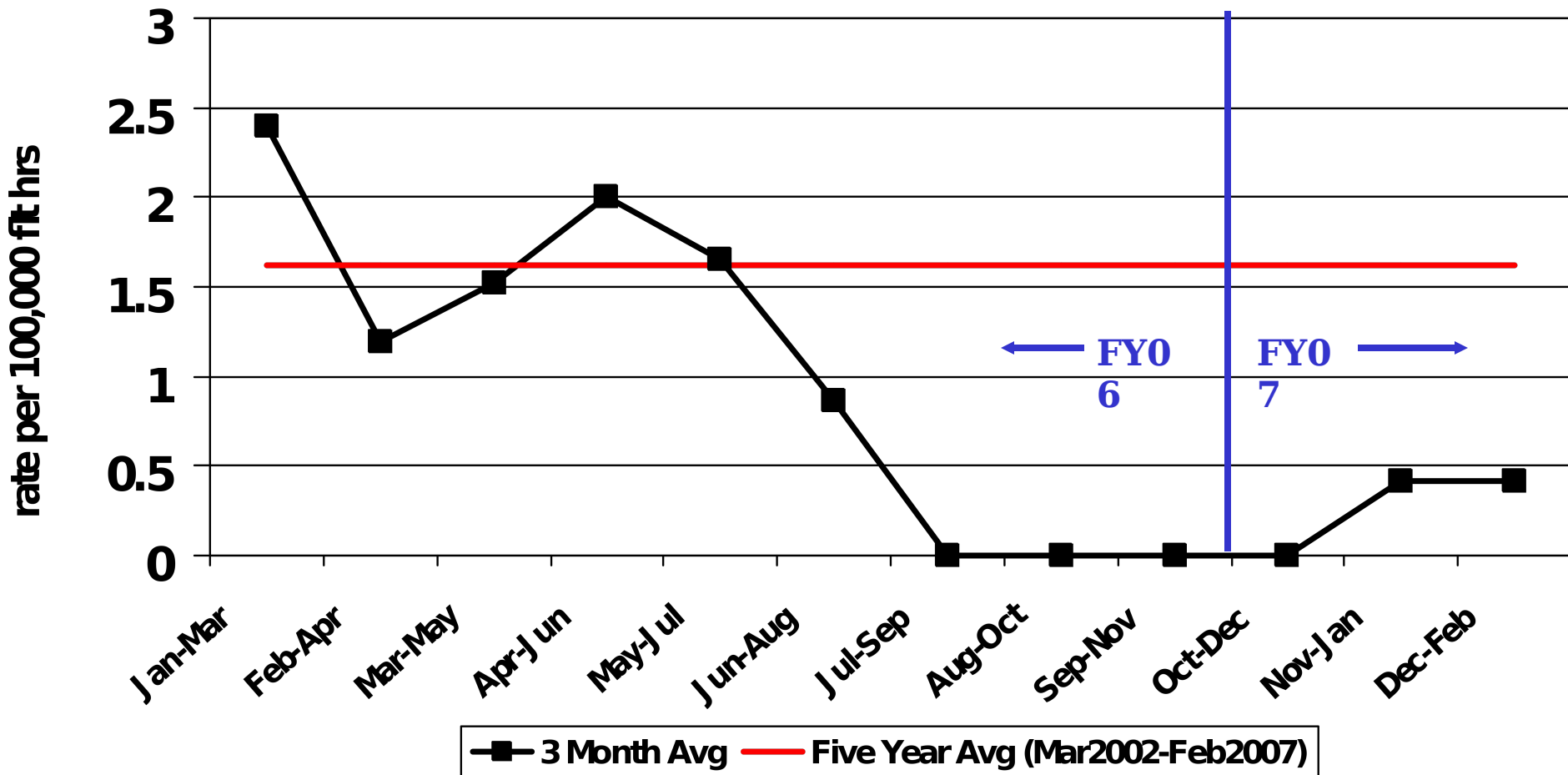
PMV FATALITIES

PMV 3-MONTH ROLLING AVERAGE

v2

CLASS A FLIGHT MISHAPS

v2

NAVY CLASS A FLT MISHAP 3-MONTH ROLLING AVERAGE

v2

CLASS A AFLOAT MISHAPS

Number

Rate/100 Ships per Year

	02	03	04	05	06	07	08 ceiling
Mishap Numbers	10	7	7	11	7	9	2

Mishap Numbers   Mishap Rate

v2
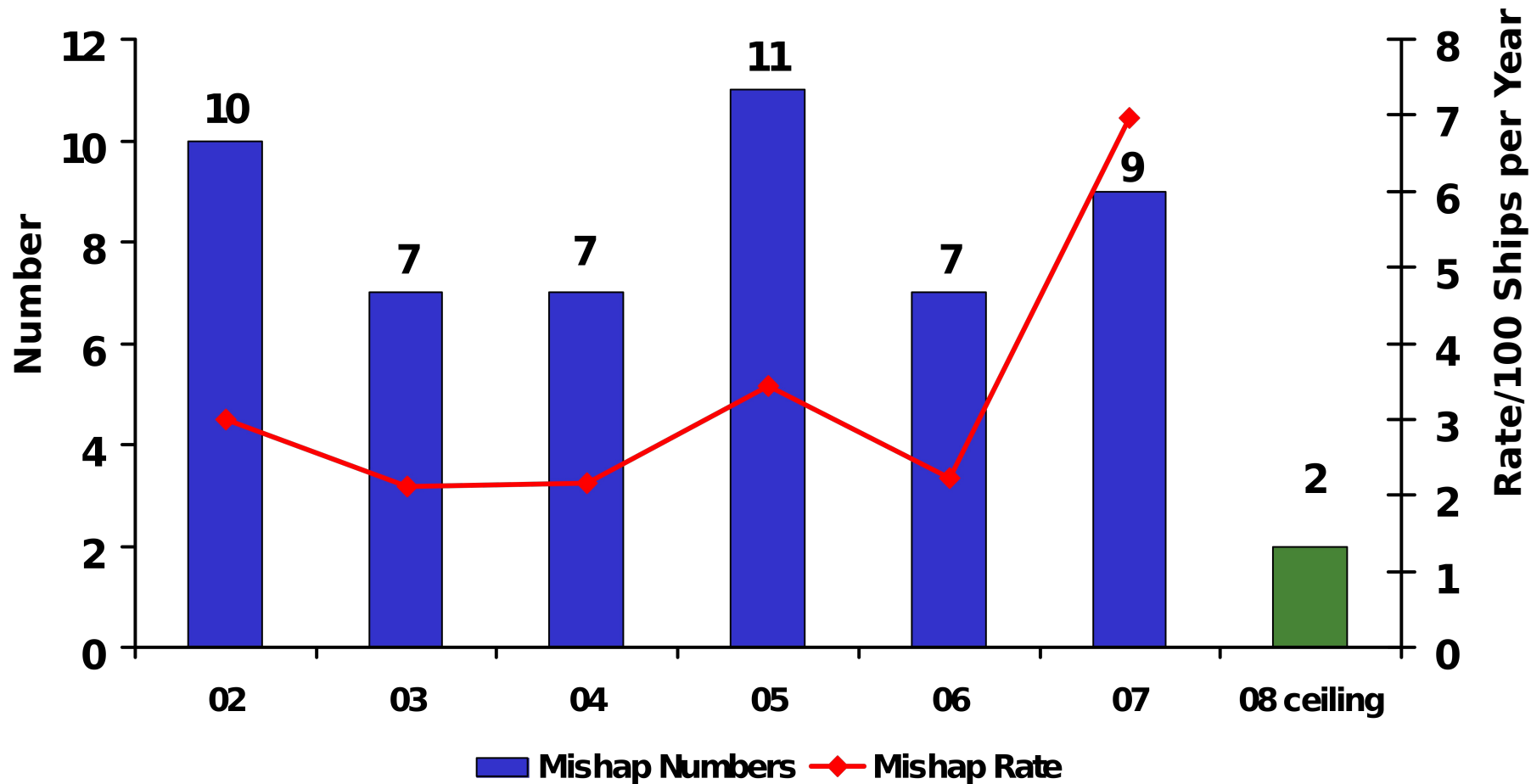
PHYSICAL TRAINING FATALITIES

v2
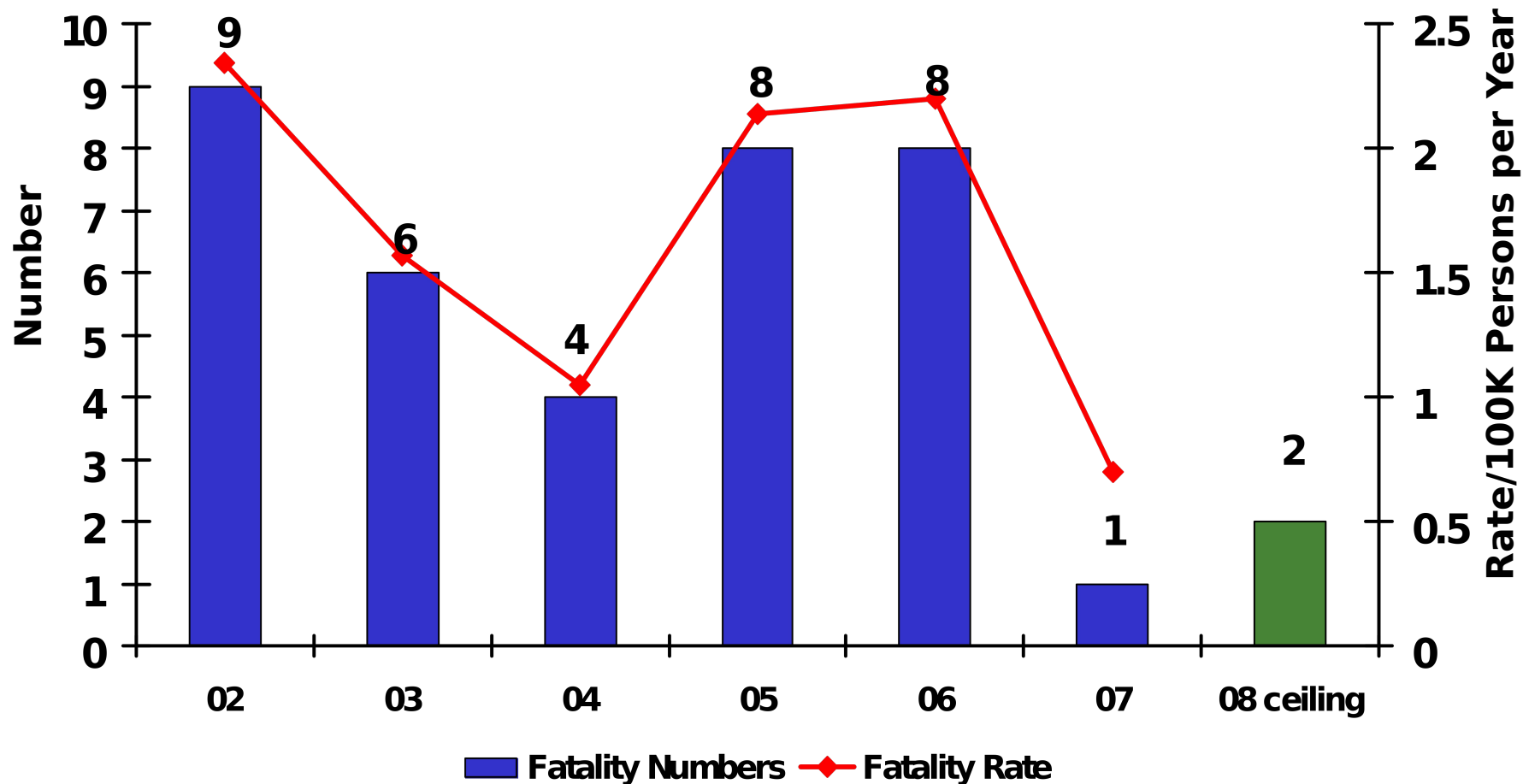
TAL CLASS A OPER MISHAPS

10

OFF-DUTY/REC FATALITIES

v2

CIVILIAN LOST WORK DAY

Questions?

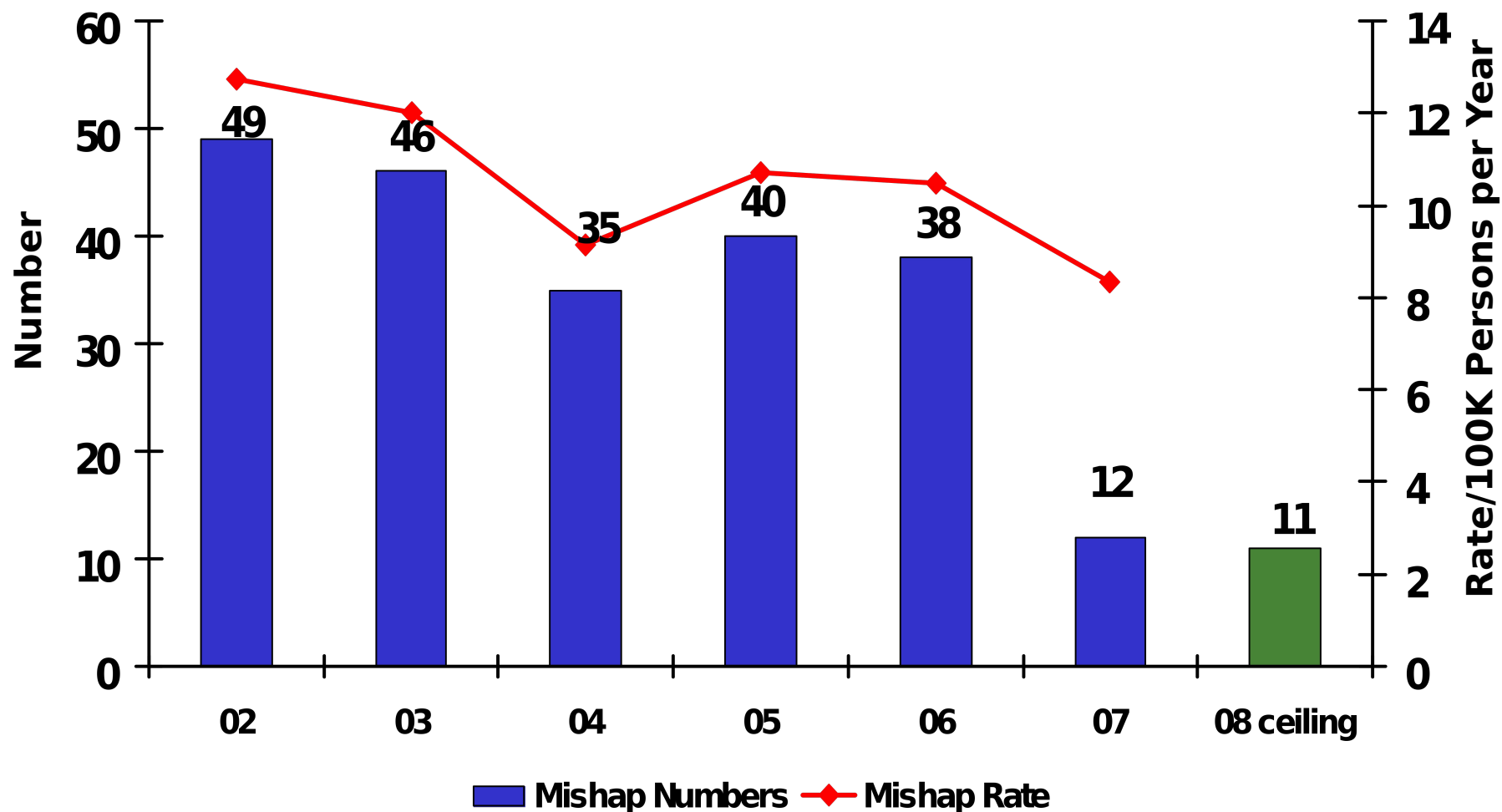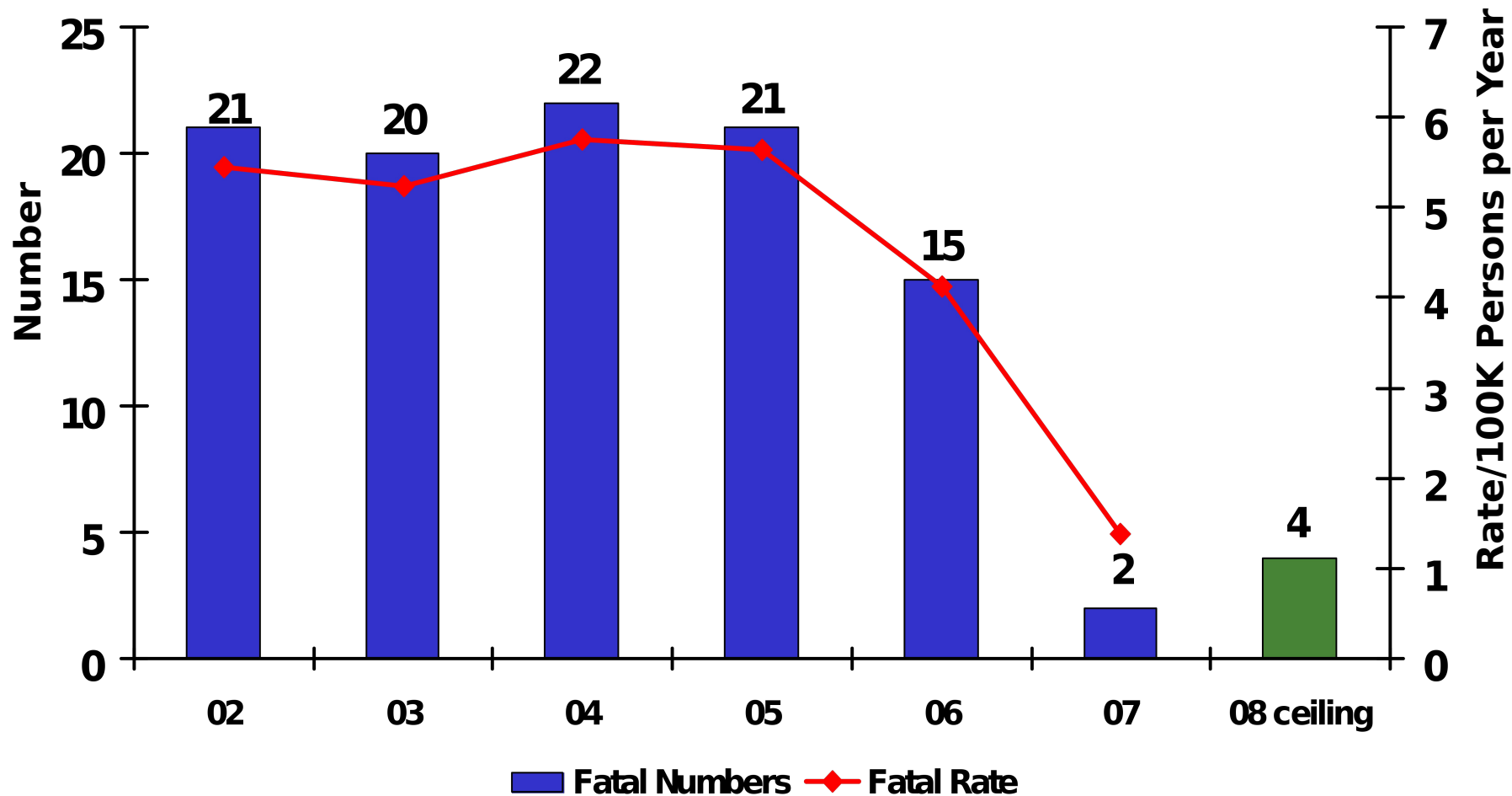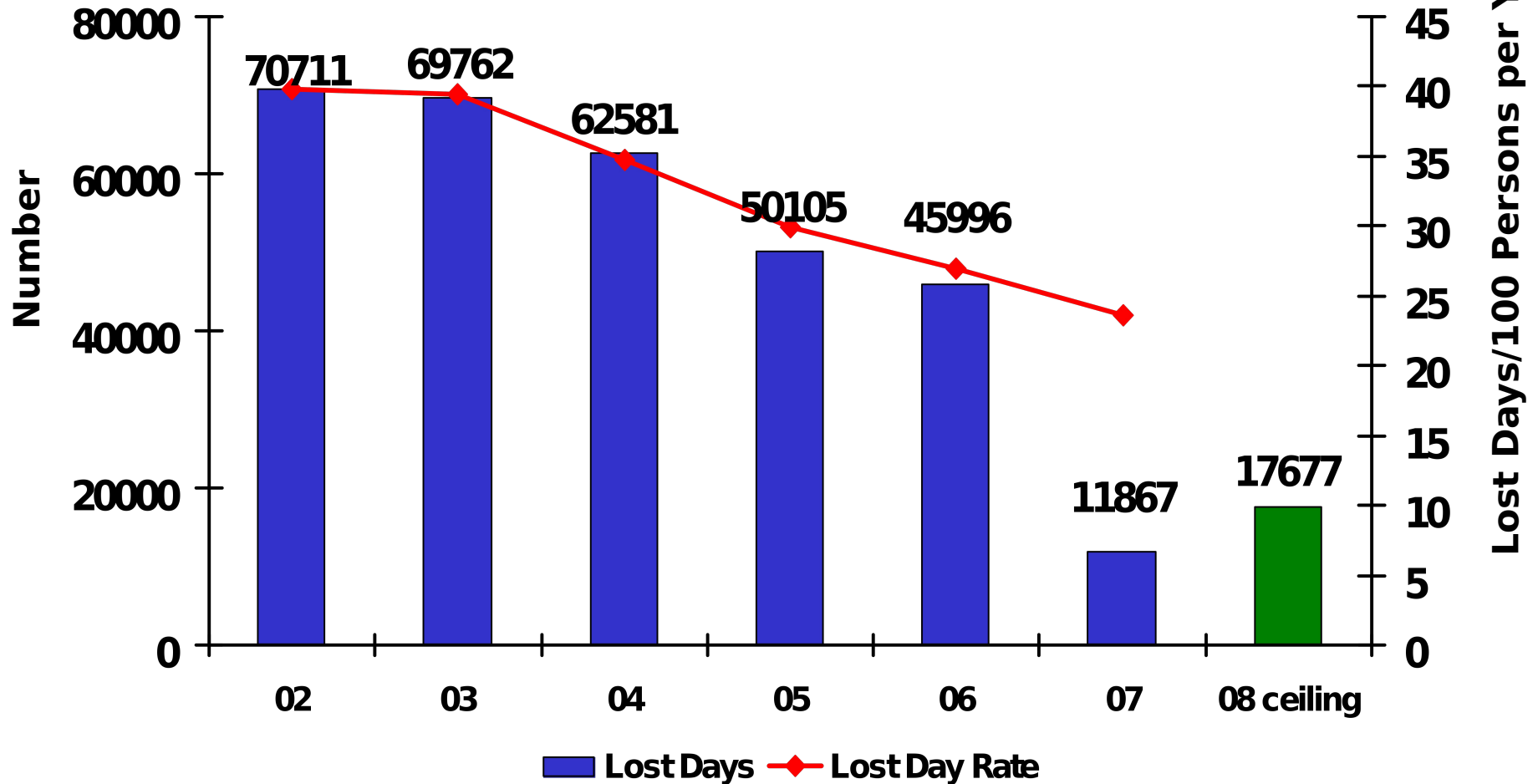# Operations Safety Committee update

OSC Working Group Actions

Training WG Actions Complete

- On-Line NKO ORM course review

- Initiated Naval Tech Training Review on Enterprise Safety Officer Courses

- Review of 'blended' ORM training

Training WG Way Ahead

- Condense 6 courses to 3

- Standardize Safety Officer training across Enterprises

- Sync online and formal ORM training to create synergy

Acquisition SSAB Action Complete

- Defense Safety Oversight Council – funded $470K for ergonomics and noise life cycle cost/benefit and control projects (most common DOD/Navy health hazs)

- First ever forum for System Safety info exchange between SYSCOMs, Fleet and ASNs

Acquisition SSAB Way Ahead

- Ensure system safety process is applied to new systems, bridging Ops Safety to system design, ensuring key safety and health hazards are considered

- Barrier removal team to clarify policy - ASN (RD&A)

OSC Working Group Actions

Enterprise WG Actions Complete

- Evaluated Safety Compliance Tracker (SURFOR/SUBFOR)

- Completed aviation and afloat safety survey process review

- Completed Fleet ORM assessment process input/feedback

Enterprise WG Way Ahead

- Sub/Surface to implement variation of Aviation Safety Compliance Tracker

- Use process review results to improve aviation and afloat safety survey process/product

ORM WG Actions Complete

- Introduced Time Critical ORM concepts and process to the Fleet; added FY07 A&I Courses

- Developed/implemented ORM assessment process

- Updated Fleet Risk Mgmt Policy

ORM Way Ahead

- Adjust Time Critical Training based on customer feedback

- Collect and analyze Unit ORM Assessment results

- Integrate Time Critical concept into Navy training
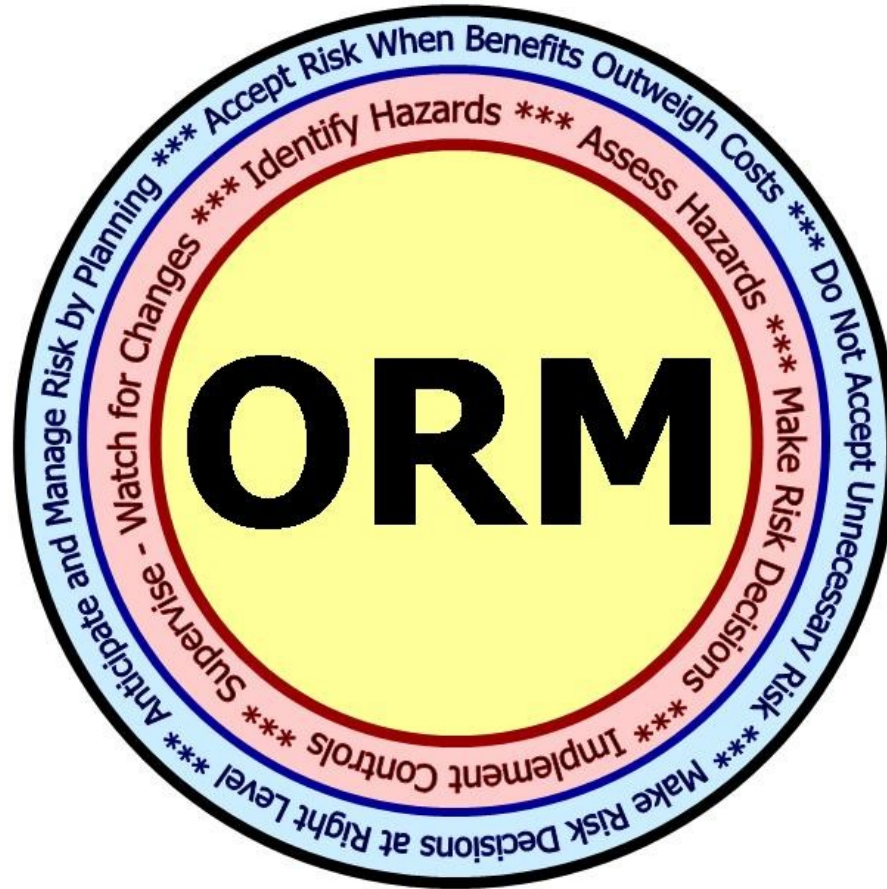
ORM Progress Update

Overview

- <u>Current Status and Way Ahead On</u>:

- Time Critical ORM Infusion
- ORM Assessment
- ORM Model

Time Critical ORM

Goal: Train Navy personnel to the personal skills and process to manage change and risk in task execution

Status:

- Introduced Time Critical ORM fundamentals to 3500+ Sailors in Hampton Roads and San Diego in January
  - Feedback positive but needed modifications identified
  - Refining presentation methods
- Moving toward integrating TC ORM into recruit training
  - Met with NSTC and RTC 21 and 22 Feb in Great Lakes
  - Planning a trial in late March/early April
  - Full integration possible upon trial completion and method refinement

Time Critical ORM

Next Steps:

- Integrate Time Critical ORM Concepts into Navy Instructor Training Course (*In work with CNL)*
- Integrate Time Critical ORM Concepts into NKO ORM Courses (*Not started – funding)*
  - NSC exploring computer based learning with Defense Logistics (DLA)
  - Need more interactive site to make ORM stick
- Trial-Run of ORM Learning Continuum with *USS Wasp*
  - CO interested in expanding ship ORM Training after seeing Time Critical presentation
  - Plan to work with *Wasp* to expand knowledge base at all levels of leadership (*Learning Continuum)*

ORM Assessment

Goal: Integrate an ORM Assessment process into current Navy assessments to increase practical knowledge and ORM deliberate and time critical application

Status:

- ORM Assessment Tool, version 2 complete
- ORM Assessments Underway
  - Partnering first with TACTRAGRULANT, SFTGLANT, ATGLANT and SUBLANT TRE
  - Trials run with ENT SG Staff at TTGL FST, *USS Nassau, USS Kearsarge, and SSBN*
  - NSC working with assessment commands as ORM lead

ORM Assessment

Next Steps:

- Continue trials underway with ENT, Nassau, Kearsarge, and SUBLANT

- Start planning for aviation look at NSAWC (air wing det or SFARP) in summer 07

- Refine process for debrief, feedback and best practice dissemination

ORM Model

Goal: Provide all Navy Units with a guide to ORM concepts, tools, and references for the purpose of building toward ideal ORM application at the unit and personal level

Status:
- ORM Model version 3 posted to NSC web site
- Model includes leadership guide, self-assessment tools, organization structure, etc.
- Modifying with feedback from fleet visits and assessments

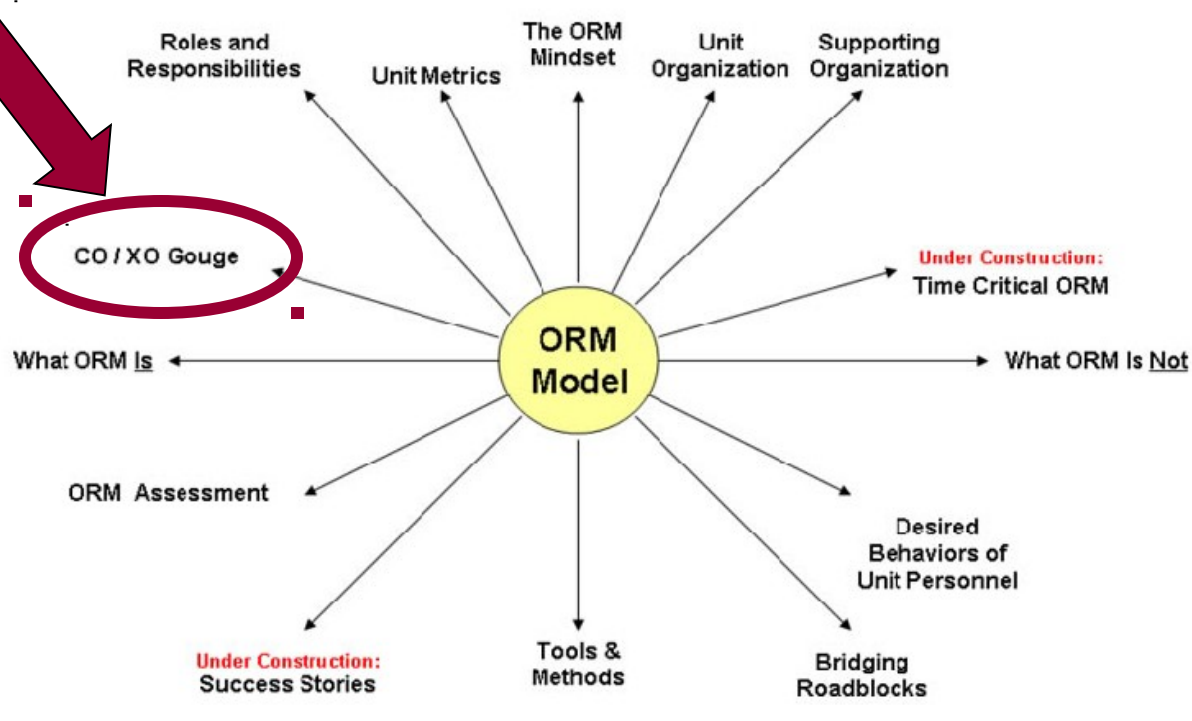*Work, Play, Live ... Safely!*

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CO/XO Gouge: The Leader's Role

Operational Risk Management (ORM) is a powerful tool to meet two significant challenges faced by military leaders. The first of these challenges is the need to reduce the frequency and severity of a wide range of losses than can impact on mission performance. The second challenge is more subtle and in many ways more difficult to deal with. In an era in which there is no single enemy" or threat which can even approximate that posed for so many years by the Soviet Union, how does a dominant military force maintain its fighting spirit and willingness to train on the edge. How does that force justify the risks necessary to maintain that edge to a complacent society? How does it avoid the "bureaucratization" that has so often eaten away the capabilities of peacetime military forces? ORM offers a powerful tool to offset the forces of bureaucratization and careerism and assures that needed risks are in fact taken. It is being aggressively used by leading edge organizations in the private sector and is clearly a tool with great potential for today's military leader at every level.

To fully realize the benefits of ORM, leaders, especially those close to the operating level will need to change some well-entrenched beliefs, attitudes, and behaviors. It is a well-established fact that changes of this kind only occur when the leaders of an organization, especially first and second level leaders, really LEAD. The purpose of this publication is to describe 12 specific ORM leadership techniques applicable at the first and second levels of supervision in the Navy. Of course, none of these techniques will have great impact unless the leaders of the Navy truly want to achieve the best possible management of risk to protect their mission, the Navy people they lead, and the often incredibly valuable national defense assets entrusted to them. The standard for management of risk is a simple one and the core values of the Navy will permit no other - *Leaders must achieve the best management of risk that it is possible to achieve.*

THE TWELVE ORM LEADERSHIP TECHNIQUES

The ORM leadership techniques outlined in this publication are intended for use by first and second level Navy leaders, both military and civilian. Each technique can stand-alone or it can be combined in a variety of creative ways with other techniques. The objective of the leader is to mobilize the most powerful combination of

ORM Model

Next Steps:

- Continue model improvement
- Improve interactive qualities of web site
- Educate ORM commands on the model, their roles and responsibilities

Questions?

NESB Discussion

Sailor Risk Reduction Initiatives Update

DON PMV Summit – 22 Jan

- ACMC & VCNO briefed on PMV initiatives and recommendations in support of DON PMV mishap reduction efforts
   - Navy IG report
   - USMC IG report
- COMNAVSAFECEN proposed 10 PMV initiatives
   - Intervention
   - Enforcement
   - Accountability
   - PMV & Motorcycle Driver Training

VCNO CNSC Meeting – 5 Feb

•**CNSC presented VCNO with additional information on four Traffic Safety initiatives for consideration and approval**

- •**Cell Phone Limitations (On & Off Base)**
  No hands on cell phone use on or off base

- •**DUI / DWI NJP Guidance**
  Issue DON wide guidance allowing Commanders to pursue NJP/CM for DUI/DWI cases prior to civilian adjudication

- •**Self reporting of traffic convictions**
  Modify policy to require active duty Naval personnel to self-report on & off base traffic convictions to their chain of command

- •**Travel Limitation**
  Staff changes to motor vehicle directive that will address travel time limitations

Cell Phone Policy

- **Approved**

- Changes to OPNAVINST 5100.12

- Change to read:
  "All vehicle operators on Naval Installations and operators of government-owned / - leased vehicles on & off Naval installations are prohibited from using hand-held cell phones during vehicle operation. Active-Duty personnel are further prohibited from using hand-held cell phones while driving off-base in their PMVs."

DUI/DWI Guidance

- **Approved drafting proposed ALNAV**

- Action Item/Elements: (Pending)
  COMNAVSAFECEN Draft NAVADMIN

"Commanders, Commanding Officers and Officers In Charge, are authorized to pursue NFP or Court-martial for DUI/DWI cases prior to civilian adjudication of such cases when they have deemed such action is appropriate to maintain good order and discipline of their commands"

Self Reporting Traffic Convictions

- **Approved**

- Change OPNAVINST 11200.5

- Change to read:
  "Require active duty Navy personnel to self-report on & off base traffic convictions to their chain of command "

Travel Limitations

- **Approved**

- Changes to OPNAVINST 5100.12

- Change to read:
" It is recommended that continuous PMV travel not exceed 8 hours in a 24 hour period."
" In no case will PMV travel be sanctioned for leave or other purposes that would require a service member to drive more than 10 hours in a 24 hour period en route to his/her destination without having adequate rest prior to beginning the journey."
"Total driving time for multiple drivers in one vehicle shall not exceed 16 hours in a 24 hour period"

Remaining Initiatives

- CO Adjudication of all moving traffic violations

- TRiPS (Travel Risk Planning System)

- Driver History Profiles

- PMV & Motorcycle Driver Training

CO Adjudication of Traffic Violations

•Current adjudication of traffic violations across DON, does not allow for visibility and accountability by chain of command

    OPNAVINST 11200.5D - Motor Vehicle Traffic Supervision (Joint Instruction)

•Elements:

    Draft change policy to forward all on-base moving traffic violations to command for adjudication

•Action Proponents:

    OSSC Traffic & RODS Working Group
    OJAG

•Way ahead:

    Recommend change transmittal to OPNAVINST 11200.5D

Travel Risk Planning System (TRiPS)

- **ASMIS I started with U.S. Army in DEC 2003**
- **DON came onboard AUG 2006 with ASMIS II/TRiPS**
- **Holiday use data 2006 (Thanksgiving/Christmas)**
  - DON Registered users - 5,831
  - Assessments completed - 2,263

- **Current use data as of 22 FEB 2007**
  - DON Registered users – 29,337
  - Assessments completed – 15,929

- **NSC Recommendations for use**
  - Commanding Officers should strongly encourage service members to use TRiPS prior to leave/liberty period or TAD travel

- **Way ahead:**
  - Incorporate TRiPS login through NKO (secure link) to allow 760,000+ registered NKO users immediate access

DMV Driver History Profile

- Currently no uniform method for Commanders to obtain DMV records
- Action Item/Elements:
  - Establish a procedure by which commanders can access driver history abstracts to identify high risk drivers
  - Navy participation in USMC/DSOC initiative
  - DSOC funding requested
  - COMNAVSAFECEN – Lead
- Way Ahead:
  - Beta-Test driver history profile
    - Marine Corps Tentative Test Beds – Camp Lejeune, MCAS Miramar
    - Navy Tentative Test Beds - NAS Jacksonville & NAVBASE San Diego
  - Debrief outcome of Beta Test to respective ESBs
    - Completion date pending DSOC funding approval

PMV Driver Training

- Currently there is no driver training continuum in place
- Action Item/Elements:
  - Incorporate PHASED – Driver Improvement Training on a regular basis
    - Phase I – 4hrs Boot Camp, "A" School / Permanent Duty Station
    - Phase II – 1-2 hrs Local traffic orientation course, at Unit / Installation Level
    - Phase III – 2 hrs Annual refresher training all hands – PME (MC) & GMT (Navy)
- Identify Lead & Supporting Responsibilities:
  - NETC – Lead
  - CNIC – Supporting
  - COMNAVSAFECEN – Supporting
  - OSSC Traffic Working Group – Supporting
  - DSOC PMV TF – Supporting
- Way Ahead
  - Staff changes to:
    - OPNAVINST 5100.12
    - DoD 6055.4

Enhanced Motorcycle Training

- Currently MSF motorcycle course is the only DoD approved training curriculum
- Action Item/Elements:
  - Explore other enhanced motorcycle training options
    - Michigan State Univ. (Classroom & Range Skills Test 32hrs.)
    - Contractor provides, MSF- Basic Rider Course with ORM objectives incorporated in the training (BMT D&P)
  - Beta-Test Michigan State Univ. Program
    - Marine Corps – (Cherry Pt & Camp Pendleton)
- Identify Lead & Supporting Responsibilities:
  - CMC-SD – Lead
  - MCI – Supporting
  - COMNAVSAFECEN – Supporting
- Way Ahead
  - USMC evaluate the effectiveness of the Michigan State Program against other available training
  - Debrief outcome of Beta-Test to respective ESBs

OJAG Brief - placeholder

Navy Executive Safety Board

NESB Discussion

New business

NESB Discussion

Closing Comments